

This Page Is Inserted by IFW Operations
and is not a part of the Official Record

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images may include (but are not limited to):

- BLACK BORDERS
- TEXT CUT OFF AT TOP, BOTTOM OR SIDES
- FADED TEXT
- ILLEGIBLE TEXT
- SKEWED/SLANTED IMAGES
- COLORED PHOTOS
- BLACK OR VERY BLACK AND WHITE DARK PHOTOS
- GRAY SCALE DOCUMENTS

IMAGES ARE BEST AVAILABLE COPY.

**As rescanning documents *will not* correct images,
please do not report the images to the
Image Problem Mailbox.**

(12) **UK Patent Application** (19) **GB** (11) **2 213 854** (13) **A**
(43) Date of A publication 23.08.1989

(21) Application No 8900648.0

(22) Date of filing 12.01.1989

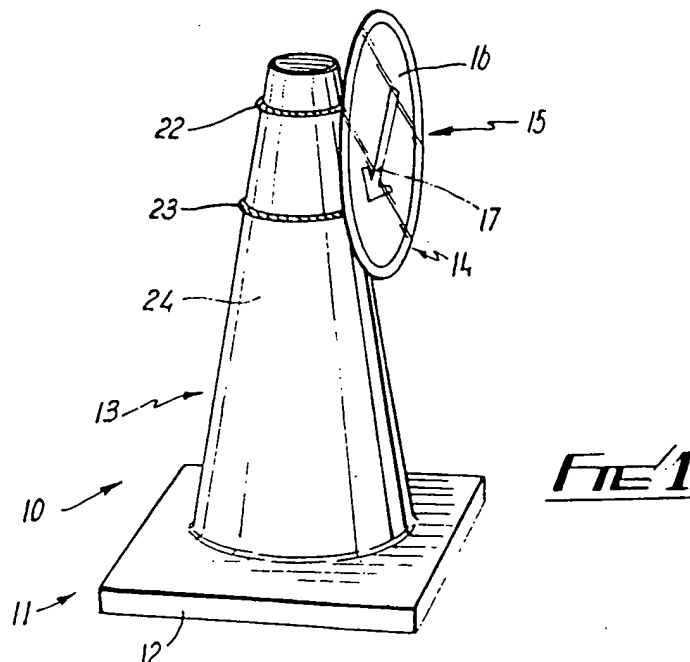
(30) Priority data
(31) 8800933 (32) 15.01.1988 (33) GB(71) Applicant
Meiba Products Limited

(Incorporated in the United Kingdom)**Tack Lea Works, Bury-Rochdale Old Road, Bury,
Lancashire, BL9 7UA, United Kingdom**(72) Inventor
John Dawson(74) Agent and/or Address for Service
Nell Berry
**Phoenix House, 45 Cross Street, Manchester, M2 4JF,
United Kingdom**(51) INT CL^{*}
E01F 9/01, B60Q 7/00(52) UK CL (Edition J)
E1G GLJ G701 G708(56) Documents cited
GB 2182701 A GB 2134577 A GB 2118597 A
GB 2023694 A GB 1531724 A(58) Field of search
UK CL (Edition J) E1G
INT CL^{*} E01F

(54) Traffic hazard/control indicator

(57) A traffic hazard or control indicator assembly has a first part 11 with a base 12 and an upper conical upstanding support 13 which is removably embraced by spaced ropes 22, 23 attached to an indicator element 15 and forming a second part. The ropes may be hinged to the indicator element 15 or secured to a mounting part fixed to the rear face of element 15.

The two parts can readily be separated and stored.



2213854

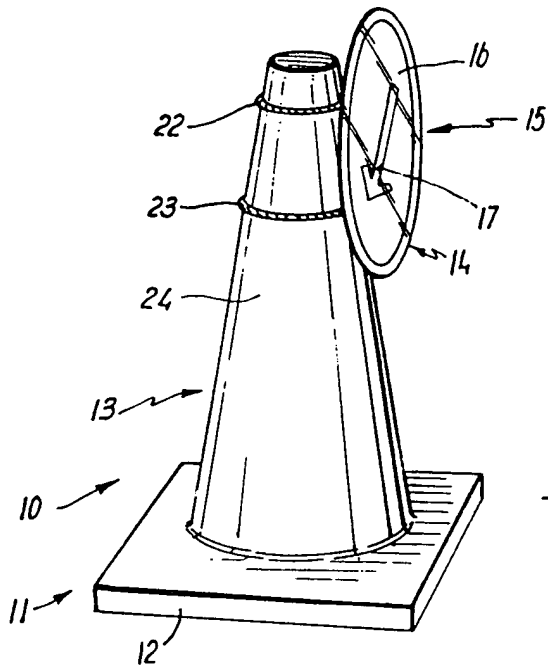


FIG. 1

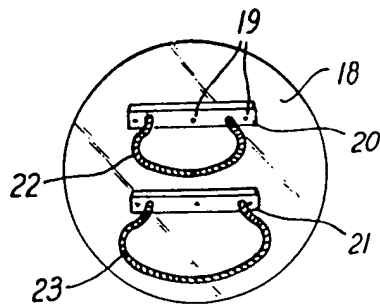


FIG. 2

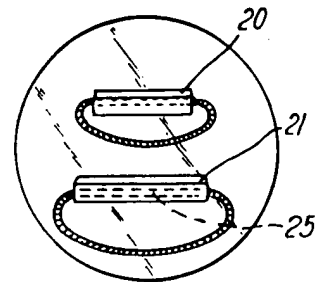


FIG. 3

TRAFFIC HAZARD OR CONTROL INDICATORS

This invention relates to traffic hazard or control indicators.

According to this invention a traffic hazard or
5 control indicator comprises first and second parts, the
first part having an upstanding portion, the second part
having an indicator element and elongate flexible means,
the upstanding portion being removably receivable
between the flexible means and the indicator element to
10 support the second part on the upstanding portion.

There may be spaced flexible means for embracing
the upstanding portion.

The upstanding portion may have an upwardly tapering
outer surface removably receivable between the flexible
15 means and the indicator element.

The flexible means may be hinged to the indicator
element, for example the flexible means may extend
through a bore in a mount element.

An indicator assembly has first and second parts
20 as above, assembled together.

The invention includes an indicator element having
elongate flexible means for embracing an upstanding
support.

The invention may be performed in various ways and two specific embodiments with possible modifications will now be described by way of example with reference to the accompanying drawings, in which:

5 Fig. 1 is a perspective view of a traffic hazard or control indicator assembly;

 Fig. 2 is a rear view of an indicator; and

 Fig. 3 is a rear view of another indicator.

 Referring to Figs. 1 and 2, a road traffic hazard or
10 control indicator 10 has a first part 11 with a base 12 for resting on a road or the like and an upper conical upstanding support 13, and a second part 14 which is removably mounted on the support 13. The second part 14 comprises a flat element 15, which may be circular, having
15 on its outer face 16 a traffic indication e.g. as shown at arrow 17. Secured to the rear face 18 of the element 15 for example by self-tapping screws 19 are members 20, 21 and secured in the members 20, 21 are flexible elements 22, 23. The members 20, 21 may be moulded plastics and the
20 ends of the elements 22, 23 may be moulded into the respective member 20, 21 so as to be fixed therein. The elements 22, 23 may for example be rope and are of different lengths so as to enable them to be received on and grip the outer surface 24 of support 13 (Fig. 1) to
25 hold the element 15 in a substantially vertical position.

 The part 14 can be removed from the part 13 enabling a number of parts 13 to be stacked and parts 14 to be readily stored, as compared with an arrangement in which

parts 13 and 14 are fixed together, when storage is awkward.

In Fig. 3 the elements may each be endless and 22, 23 extend through respective bores 25 in the mount
5 members 20, 21 so as to be, in effect, hinged about the lengths of the straight members 20, 21.

The plate element 15 need not be flat overall and the support 13 may take other forms.

CLAIMS

1. A traffic hazard or control indicator comprising first and second parts, the first part having an upstanding portion, the second part having an indicator element and elongate flexible means, the upstanding portion being removably receivable between the flexible means and the indicator element to support the second part on the upstanding portion.
2. An indicator as claimed in Claim 1, comprising spaced flexible means for embracing the upstanding portion.
3. An indicator as claimed in Claim 1 or Claim 2, in which the flexible means is hinged to the indicator element.
4. An indicator as claimed in Claim 3, in which the flexible means extends through a bore in a mount.
5. An indicator as claimed in any preceding claim, in which the upstanding portion has an upwardly tapering outer surface removably receivable between the flexible means and the indicator element.
6. An indicator assembly having the first and second parts of an indicator as claimed in any of Claims 1 to 5 assembled together.
7. A traffic hazard or control indicator assembly substantially as hereinbefore described with reference to and as shown in Fig. 1, of the accompanying drawings.

8. A traffic hazard or control indicator element having elongate flexible means for embracing an upstanding support.

9. An element as claimed in Claim 8, in which the
5 flexible means comprises spaced flexible means for embracing the outer surface of the support.

10. A traffic hazard or control indicator element substantially as hereinbefore described with reference to and as shown in Fig. 2, or Fig. 3, of the accompanying
10 drawings.